

CLASSIFICATION **SECRET**

25X1

CENTRAL INTELLIGENCE AGENCY

REPORT

**INFORMATION REPORT**

CD NO.

25X1

**CLASSIFICATION****SECRET****CLASSIFICATION****East German Aircraft Production under  
the State Administration for Industrial  
Requirements****DATE INFO**

4 November 1955

**NO. OF PAGES****PLACE  
ACQUIRED****NO. OF ENCLS.  
(LISTED BELOW)**

25X1

**DATE OF  
INFO.****SUPPLEMENT TO  
REPORT NO.**

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE  
OF THE UNITED STATES. WITHIN THE MEANING OF TITLE 18, SECTIONS 793  
AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVEL-  
ATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON  
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

- On 2 July 1955, the 1955 factory plans were submitted to the Amt fuer Technik (Bureau for Engineering) (Aft). The plans, which were still awaiting confirmation by the Aft, had been drawn up by the factories according to control figures supplied by the Verwaltung fuer Industriebedarf (Administration for Industrial Requirements (Vfi)). Detailed information was not available, but it could be determined that the factory plans were in line with the control figures fixed by the Vfi. Only the amount of money to be used by the VEB Maschinen- und Apparatebau (Machine and Apparatus Construction) Dresden-Klotzsche and the VEB Entwicklungsbetrieb (Developing Plant) for wage payments and the purchases of material was lower than it should have been. 25X1
- The Aft has allotted 36.5 million DME for the 1955 factory plans in advance. This amount was to be distributed as follows:  

VEB VAP Dresden-Klotzsche	12
VEB Entwicklungsbetrieb Pirna	12
VEB Dresden Nord	3
VEB Industrie-Werk, Karl-Marx-Stadt	9
VEB Iormatzsch	0.5
	<u>36.5</u>

(figures in million DME)
- The parts of three model aircraft of the Il-14 type arrived in crates at the Freiberg equipment depot in order to be assembled at the VEB Industrie-Werk Dresden Nord. When the aircraft elements had been sorted out it was found that the delivery had been incomplete. Between 10 and 30 % of the material needed for the assembly of the aircraft was missing. On 7 July 1955, a letter was sent to Minister Stoph in which direct negotiations between the GDR government and the USSR were recommended concerning the missing aircraft parts and the granting of a construction license. It had been agreed that the equipment for aircraft mass production was also to be supplied by the USSR, but now it was planned to produce it in the GDR provided the USSR granted a construction license which she had not done so far. As soon as the Il-14 type model aircraft were assembled they were to undergo test flights. 25X1
- The fulfillment of the 1955 investment plan of VEB Maschinen und Apparatebau Dresden-Klotzsche had to be postponed for approximately 3 months.

CLASSIFICATION

STATE	# NAVY	# NSRB	DISTRIBUTION							
ARMY	# AIR	# FBI								

25X1

SECRET

25X1

- 2 -

This delay is due to two reasons: first, there is not enough labor available; second, the hangars and workshops were evacuated by the Soviets slowly and not according to schedule. The extension of railway sidings and the installation of gas, water, and power supply are in line with the investment plan. The construction of the runway involved large-scale ground leveling owing to the unevenness of the terrain. The specialists declared openly that this was a very difficult job (Paulwurfsarbeit) and that other sites would have been more suitable. The amount of work was indicated by the fact that 35 million DEM had to be allotted for the enlargement of an already existing airfield.

5. The site provided for aircraft production in the VEB Industriewerk Dresden Nord was not large enough. The technicians declared that the installation of an aircraft factory on this site would only be regarded as a temporary measure, since the lack of production and storage space did not allow the production of the scheduled number of aircraft. Another setback was that the area designed for aircraft production is in part occupied by a privately-owned jam factory with a lease ending in 1957. For that reason the area could not yet be fenced in as prescribed by security regulations. Negotiations were being held with a view to transferring the jam factory to another site.
6. The VEB Lommatzsch had not yet started glider production, but only did repair work on GBT gliders. The plant could not obtain enough skilled workers, because it was handicapped by housing difficulties. The technical director of the plant, Roessing, stated that new materials were being tested, including perlon for glider fabric, plues, and varnishes. Metal fittings were retested because the stability of the alloys had turned out to be inadequate. A new two-seated glider which had been developed by VEB Waggon-Fau Gotha was observed at Leipzig-Hockau in trial flights which were allegedly a complete success. After the end of these tests, mass production of this glider type was to start at the VEB Lommatzsch.
7. The VEB Industriewerk in Karl-Marx-Stadt stopped the production of goods manufactured until now. During the period under review repair work on Yak-11 and Yak-12 engines was carried out for the KVP Cottbus. The progress of the construction work on engine test stands in the allotment area near the plant was good.
8. The construction and production costs of VEB Entwicklungsbetrieb in Pirna-Sonnenstein will be considerably higher than originally calculated because the plant will not be equipped with railway sidings, although the Dresden-Prague international trunk line passes quite near the site. For that reason, all shipments to and from the installation have to be done by road. The reconstruction program has made good progress; two new assembly halls of approximately 30 to 40 meters x 70 to 80 meters had been completed 40% and 15% respectively. East of the assembly halls, preparations were made for the construction of a main engine test stand.
9. The storing capacity of the VEB Geraetelager in Freiberg (Saxony) was too small for the scheduled production rate. Part of the installation was a half-finished building which originally belonged to the VEB Feinzink Muldenhuetten (VEB Fine Zinc Factory Muldenhuetten). Negotiations were held concerning the completion of this building, which, however, would not be very suitable for storage purposes.

25X1

SECRET

25X1

- 3 -

10. The repair work carried out by the VEB Maschinen- und Apparatebau Schkenditz on cells and engines went smoothly. The manufacture of installations for the future mass production had made good progress.
11. With a view of providing 1,000 apartments for VFI specialists, a large-scale housing campaign took place in all districts of Dresden City.
12. Although the GDR radio services announced the replacement of Stoph, Minister for Home Affairs, the VFI was still under his control. The director of the VFI, and Anacker (fnu), Aft leading staff member, who attended an official meeting in the VFI building from 4 to 7 July 1955, indicated that the Aft would be considerably enlarged and would have to take over important State functions. Anacker also implied that after 1 August 1955, the rotor vehicle and shipbuilding plants which had carried out armament orders for the Government prior to 1953, would be made subordinate to the Aft. This involved for example the VEB Kraftfahrzeuge-Werke Werdau (VEB Motor Vehicle Plant Werdau).
13. It was believed that the Aft would become the new GDR Armament Ministry and that Minister Stoph would be made head of it. It could not be determined whether the VFI would be made subordinate to the Aft (i. e. the GDR Armament Ministry) or form an independent ministry.
14. When commenting on the classification plan of the Aft Kuahnel (fnu), deputy director of one of the Aft departments, said that the vacancies would have to be filled as soon as possible, since it was probable that the range of activities of the Aft would be considerably enlarged before long. He indicated that fine mechanics factories (production of sub-assembly units) and other plants might be added to the Aft.
15. All important issues of the VFI were decided at the VFI main conferences held once every two weeks and attended by the VFI director, the four deputy directors, some specialists, and plant managers. After the main conference, the four deputy directors of the VFI used to hold individual meetings with the departmental chiefs for the passing on of the directives laid down at the main conference.
16. The VFI itself had 6 Soviet advisers, and each factory subordinate to it up to four. Since they had almost all come with their families, new apartments had to be built for them near the sites of the individual factories. So far the functions of the Soviet advisers had chiefly covered the translations of difficult key texts, help with the reinstallation of factories, and supervision of work. They were not authorized to enter into negotiations or to take an active part in the conclusion of contracts. The consequence was that they were unable to give any help when it turned out that the delivery of model aircraft mentioned in paragraph 3 was incomplete.
17. As from 1 July 1955, Brueckner (fnu) was appointed fourth VFI deputy director and head of the department of reconstruction.

25X1  
25X1

25X1

SECRET

25X1

- 4 -

- a. Abteilung Investitionsplanung (Department for Investment Plans)
- b. " Investitionsdurchfuehrung (Department for Investment Execution)
- c. " Investitionsabrechnung und - Kontrolle (Department for Investment Accounting and Control)

18. The following additional details of the Sektoren-Stellenbesetzung (Sector Qualification Plan) were obtained:

First Sector:

Director: Wolf (fnu)

assistants: Benz (fnu), [redacted] head of the department  
for the development of glider construction

25X1

Franz Griebisch,

25X1

Georg Dubois,

Sachse (fnu),

Manager of the VEB Maschinen- und Apparatebau Dresden-Klotzsche: Weigert (fnu)

Manager of the VEB Entwicklungsbetrieb Pirna-Sonnenstein: Papistok (fnu),

25X1

Technical director of VEB Lommatzsch: Foessing (fnu)

Second Sector:

Director : Mündach (fnu)

Assistant in the Department for Investment Plans of this Sector: Mai (fnu),

25X1

Director of the VEB Industriewerk Dresden Nord: Fritz Lehmann,

25X1

Third Sector:

Director; Kuenzel (fnu)

Assistant in the Department for Planning of this Sector: Rohne,

25X1

25X1

Head of the Department for Production in this Sector: Brogscha (fnu),

25X1

25X1

Director of the VEB Maschinen- und Apparatebau Schkeuditz: Wend (fnu),

25X1

Director of the VEB Geraetelager Freiberg (Saxony): Schueler (fnu).

25X1

25X1

**Page Denied**